(vi) Replacement of old X-Ray machines and installation of new colour X-Ray machines wherever necessary so as to ensure that atleast two X-Ray machines are available at every point.

(vii) Modernisation and upgradation of security related technological set up at the airports is being done in a phased manner.

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

Report of high powered committee appointed by the Nepalese Government on hijacking of IA plane

3807. SHRI GHULAM NABI AZAD :

SHRI P. PRABHAKAR REDDY :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Nepal Government had appointed a high-powered committee probing into security lapse which led to the hijacking of Indian plane IC-814 in December, 1999;

(b) if so, whether his Ministry has examined the report; and

(c) if so, the salient features thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV) : (a) Yes, Sir.

(b) and (c) The report of the Committee appointed by the Government of Nepal has not been made public so far.

Upgradation of Kargil airport

3808. SHRI ALLADI P. RAJKUMAR : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Kargil airport is being upgraded;

(b) if so, the details thereof; and

(c) when would regular civilian aircraft would fly to Kargil?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Yes, Sir. Airports Authority of India (AAI) is developing a new

airport at Kargil in Jammu and Kashmir for operation of Dornier 328 type of aircraft. The proposal includes construction of a new runway of 6000 ft. length and apron of size 250 ft. * 150 ft, a new terminal building to handle 100 passengers at a time, new control tower, new car park and fire station. Due to the heavy shelling from across the border, there was stoppage of the construction work at the project site for some time. The work is now in progress and is likely to be completed by October, 2000. The operation of regular flights can be possible thereafter subject to availability of aircraft and commercial viability.

Losses incurred by AI

3809. DR. Y. LAKSHMI PRASAD : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Air India is to fly into new fiscal year with heavy losses;

(b) the performance of the Air India since last three years;

(c) the causes of continuous losses; and

(d) the strategy devised to run it as a profit making organisation?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV) : (a) No, Sir.

(b) The details of losses incurred by Air India during the last 3 years are as under:—

1997-98	Rs. 181.01 crores
1998-99	Rs. 174.48 crores
1999-2000	Rs. 089.75 crores (Provisional)

(c) The losses are due to increases in expenditure on account of interest and depreciation on new aircraft, reduction in yield due to increased discounting in the market and cost of operations. Increase in wage bill and other staff costs and landing, handling and navigational charges, depreciation of rupee value, etc.

(d) Air India has taken following steps to improve its financial performance:—

(i) Marketing efforts have been stepped up to generate additional revenue;

(ii) Network rationalization and consolidation with emphasis placed on route profitability;